MODEL NO.
298.585130

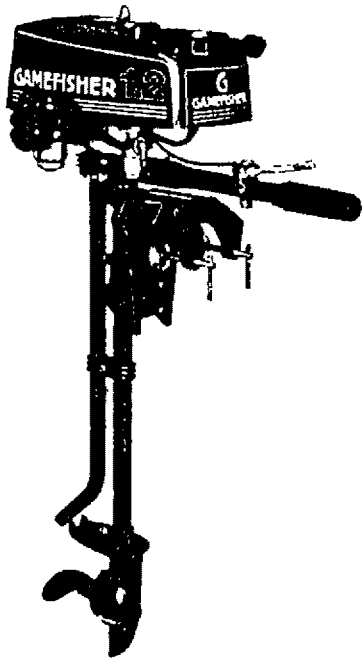
- owner's responsibility
- maintenance
- operation
- trouble shooting
- replacement parts

Sears GAMEFISHER®

OUTBOARD MOTOR 1.2 H.P.

CAUTION: Read Rules For Safe Operation And Instructions Carefully Before Operating Your New Outboard Motor

OWNER'S MANUAL



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SPECIFICATION

Type of Engine		Air Cooled 2-Cycle
Horsepower		1.2
Maximum RPM		7500
Weight	(6 kg)	13-1/2 Lbs. Approx.
Bore and Stroke	(30 mm x 30 mm)	1.19" x 1.19"
Displacement	(22 cc)	1.39 cu.in.
Fuel Capacity-Engine Tank	(0.7 liters)	3/4 qt.
Ignition		Flywheel Magneto
Spark Plug		Champion RCJ-8
Spark Plug Gap Setting	(0.6 mm)	.025"
Bearings (Engine)		Ball
Bearings (Gear Hsg.)		Ball & Oilite Bronze
Starter		Recoil
Propeller Dia. and Pitch	(150 mm x 72 mm)	5-29/32" x 2-13/16"
Lub. (Gear Hsg.)		SAE 90
Fuel Mixture	50 to 1 ratio of regular grade gasoline to 2-cycle outboard lubricant or its equivalent BIA certified TC-W 2-cycle outboard lubricant.	
Steering		130° Pivot Steering

IMPORTANT

Owner's Responsibility and Operating Safety Check List

BE SURE TO READ AND DO THE FOLLOWING BEFORE OPERATING YOUR OUTBOARD MOTOR

SAFETY CHECK LIST

1. Learn and observe the boating laws of the U.S. Coast, Guard, state, local authorities.
2. U.S. Coast Guard regulations require the following:
   a. Provide an approved life-vest, type 1, 2 or 3, Personal Flotation Device for each person in boat. (Encourage passengers to wear them.)
   b. If the boat exceeds 16 feet, also carry a type 4, throwable Personal Flotation Device.
3. Do not fill fuel tank with motor running or near any flame or lighted smoking material.
4. When loading boat distribute the load evenly, keep the load low; don't overload; don't stand in a small boat. Take weather and water conditions into account.
5. Do not permit persons to ride on parts of the boat not designed for such use. Standing, bow riding and seat back or gunwale riding can be especially dangerous.

OWNER'S RESPONSIBILITY

6. Read owner's manual before running your new outboard motor.
7. Before starting, make sure your motor is securely mounted to boat transom with a safety chain. Tighten clamp stud handles securely by hand.
8. Be sure to have pliers, screwdriver, spare spark plugs, wrench, shear pins and cotter pins in boat whenever leaving shore.
9. Be sure to have an adequate supply of fuel (carry only in an approved container) on board. Use a good grade of regular gasoline with proper mixture, as cited in the Specifications.
10. Occasionally check to be sure clamp stud handles on transom mounting bracket are tight.
11. IN CASE OF AN EMERGENCY, THE ENGINE CAN BE STOPPED BY DEPRESSING THE STOP BUTTON (IF SO EQUIPPED) OR PLACING CHOKE KNOB IN FULL CHOKE POSITION.
12. Keep an alert lookout. Serious accidents have resulted from failure to use eyes.
13. Keep firefighting and lifesaving equipment in good condition and readily accessible at all times.
14. Good housekeeping is even more important afloat than ashore. Cleanliness diminishes the probability of fire and tripping hazards.

TIPS FOR TRAILERING OR AUXILIARY USE

15. When launching or loading boat on a trailer, place your outboard motor in the tilted storage position. Also when trailering your boat and outboard motor, keep outboard motor in upright (vertical) position on the boat transom. Outboard motors transported across rough roads in the "tilt" position could cause transom damage or mounting brackets to break off, losing your motor. If motor must be trailered in "tilt" position, a short length of 2 x 4 should be placed between the motor bracket and the motor leg. The motor leg should then be firmly tied down against the 2 x 4 to prevent any possible damage. Similar precautions should be taken if using the motor as an auxiliary power source for a sailboat or power boat. When using motor as an auxiliary power source, the use of an auxiliary adjustable position motor bracket is recommended.

MAJOR PARTS

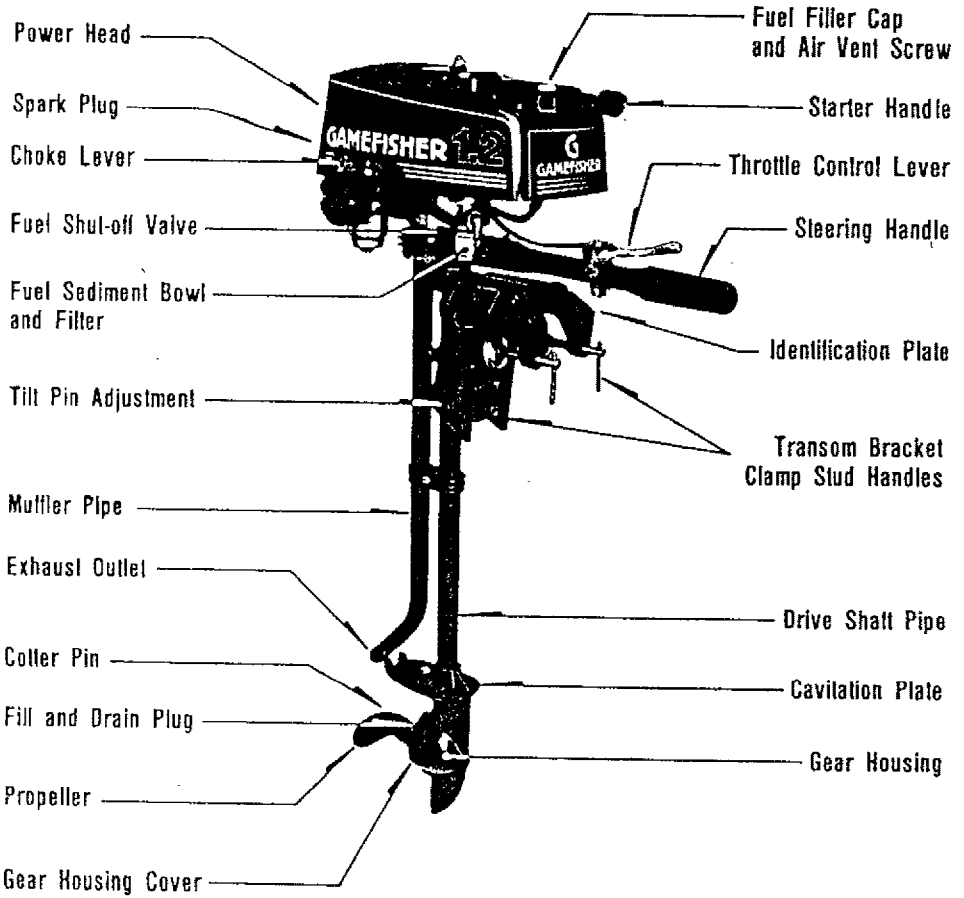


Figure 1

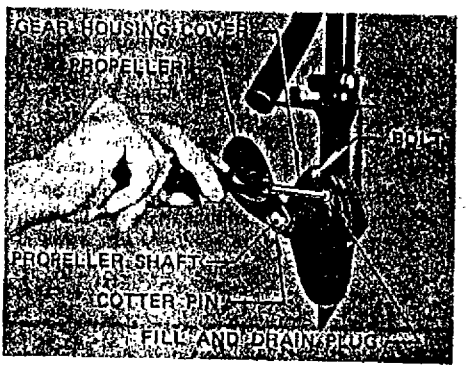


Figure 2

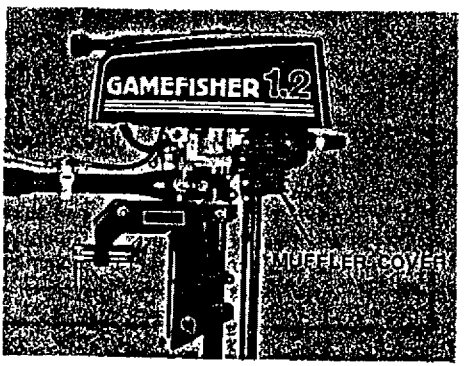


Figure 3

AINTENANCE

FEATURE INFORMATION

This outboard motor has special design features as shown in Figure 1.

Your selection of our Marine Products will provide you with many hours of enjoyable boating. To assure your complete satisfaction on the investment you have just made, we ask you to read this manual thoroughly before going afloat. Acquaint yourself with the particular areas of operation on your outboard motor as you read the step-by-step procedures. Keep in mind maximum performance is achieved only when the owner or operator is completely familiar with the operating instructions.

Periodic servicing will be required. It is recommended that you consult your Sears Service Center when service is necessary. We will be happy to extend our facilities and assure prompt service.

STEERING HANDLE INSTALLATION

move snap pin and washer 5 from steering ndle, screw handle mounting bolt in joint e holder and stop steering handle. Then push ove at tip of steering handle against handle pper.

t washer 5 in over handle mounting bolt and ert snap pin.

LUBRICATION — GEAR HOUSING

The Gear Housing has been pre-lubricated at the factory; however, the grease level should be checked as follows using SAE 90 outboard motor grease. (See Figure 2).

(1) Prior to initial operation.
(2) After first four (4) hours of use.
(3) Recheck after every fifty (50) hours running time.
(4) Replace with new lubricant at the end of your outboard motor season. This is important, as it removes any water from the gear housing and prevents possible corrosion to internal parts.

To Check, Drain or Fill gear housing, follow these steps:

(1) Position outboard motor upright.
(2) Remove drain plug and washer, then insert nozzle of gear lubricant tube into hole.
(3) Squeeze tube until lubricant is forced out around tube.
(4) Replace plug and washer. Be sure plug is tightened securely.
(5) To achieve complete drainage of lubricant, remove cotter pin, propeller and shear pin from propeller shaft, also, gear housing cover by unscrewing 2 bolts.
(6) When lubricant has completely drained, replace parts and refill gear housing using filling procedure above.

c. For best results, lubricate propeller shaft with lithium grease every 30 to 60 days.

4. MUFFLER INSPECTION

a. Periodically remove muffler cover by unscrewing screws and inspect for carbon build-up inside the muffler inlet and outlet, the exhaust port and the combustion chamber of the cylinder. Excessive carbon will prevent drawing the maximum power out of the engine. (See Figure 3).
b. Care should be exercised while cleaning away carbon to prevent scratches to the surface of the engine components and dropping carbon inside of crankcase.

5. PROLONGED STORAGE

a. To store your outboard motor for prolonged storage, prepare outboard as follows:
   (1) See paragraph on stopping procedures.
   (2) When removing outboard motor from boat, allow all water to drain from unit.
   (3) The outboard motor should be mounted on a stand vertically with power head up for storage.
   (4) Pull starter handle slowly until resistance is felt due to compression pressure, then stop. Release starter tension slowly to prevent engine from reversing rotation due to compression pressure. This position will close both the intake and exhaust ports for storage.
   (5) Drain and fill gear housing as outlined under Lubrication of Gear Housing.
   (6) Wipe exterior completely with fresh water cloth and then apply light coating of oil.
b. When starting a new season, always use fresh gasoline. Last year's gasoline may have varnish deposits that will plug the carburetor jets, thus requiring a complete overhaul.
c. To plan for the coming season, we recommend you contact your Sears Service Center before the new season for any service repair work required.

OPERATION

BOAT MOUNTING

Mount the motor on the center of the boat transom (stern). (See Figure 4).

CAUTION

Hand tighten clamp bracket clamp stud handles simultaneously. Do not use a wrench or any other device that would cause damage to brackets. Occasionally check to be sure lamp stud handles on transom mounting bracket are tight. (See Figure 5)

To obtain the best performance from your outboard, the following boat transom specifications are recommended: (See Figure 4).

Transom Angle (See View 3):

. . . . . 12 to 15 degrees

Transom Height (See View 4):

. . . . . 20 inches

The angle of the motor column is easily adjusted by removing the Hitch Pin and changing the Tilt Lock Bracket Pin in the three (3) different angle position holes located on either side of the right or left Transom Mounting Brackets. Each angle position elevates five (5) degrees. Try center hole position first. (See Figure 6).

To find the correct angle position, make a test run at full throttle with your usual loading in the boat. Always stop motor to change the Tilt Lock Bracket Pin. The correct angle position will have your boat traveling with the bow slightly higher than the stern, but should not porpoise (bow rises and falls rapidly and continuously). Be sure Tilt Lock Bracket Pin is always pushed completely through both Transom Mounting Brackets and Hitch Pin is secured.

WARNING

If the motor column is tilted too far outward, the boat is likely to porpoise or cavitate at full throttle, which can be dangerous because a cross wind or a wave could suddenly deflect the boat into a dangerous turn. Also, if the motor column is tilted too far inward, the bow of the boat will dig in, which can be dangerous when crossing a wake or in rough water. Do not run motor in the storage position. (See View 1 and 2, Figure 4)

Secure motor to boat with Safety Chain. Chain not included with motor.

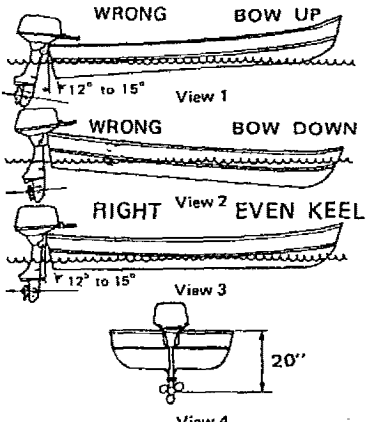


Figure 4

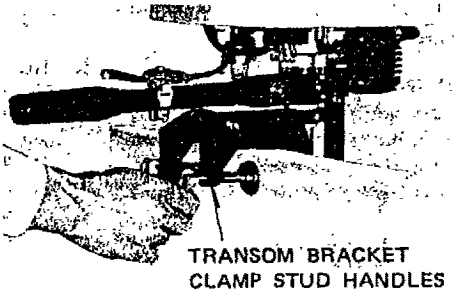


Figure 5

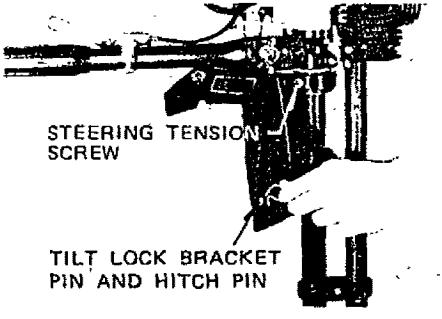


Figure 6

7. STEERING ADJUSTMENT

Tighten steering tension screw using a screwdriver for desired steering effort. (See Figure 6).

CAUTION

There is a possibility of losing screw if backed out too far.

OPERATION

8. 2-CYCLE ENGINE FUEL MIXTURE

Use a good grade of regular gasoline. (See mixing table below.)

CAUTION

Always use BIA certified TC-W oil in the 50:1 ratio. Failure to do so may result in excessive spark plug fouling, piston scoring, or bearing failure. Do not under any circumstances, use multigrade, such as 10W-30, or other automobile oils.
If BIA certified oil is not available, use an SAE 30 or 40 2-cycle or outboard oil.
We reserve the right to refuse warranty on parts which are damaged when using improper fuels or lubricants.

WARNING

Gasoline is highly flammable. Always mix in well ventilated area. Do not fill tank with motor running, nor near any flame or while smoking. Be sure vent screws and filler caps on tanks are finger tightened when transporting gasoline in the trunk of your automobile to prevent explosion.

FUEL MIXING TABLE 50:1 MIXTURE

U.S. Measure		
Regular Gasoline	Amount of oil to be added	
In Gallons	In Pints	In Oz
1	0.16	2.6
3	0.48	7.7
5	0.80	12.8
6	0.96	15.4

Metric Measure	
Regular Gasoline	Amount of oil to be added
In Liters	In Liters
1	0.02
5	0.10
10	0.20
20	0.40

9. STARTING PROCEDURE (See Figure 7).

a. Open air vent screw located on fuel filler cap by turning counterclockwise.
b. Open fuel shut-off valve.
c. Open throttle lever to half throttle.
d. Move choke lever to "On" position.

WARNING

When starting outboard, the boat will move with a sudden burst of speed. Make sure you are well seated so as not to lose your balance with a fast start.

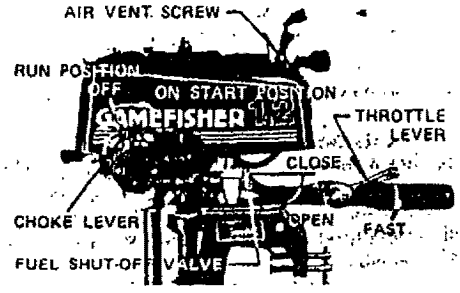


Figure 7

Figure 8

e. Pull starter handle slowly until you feel starter engage. Then pull with rapid motion and allow the starter cord to retract slowly. (See Figure 8).
f. After engine has started, gradually move choke lever to "Off" position while warming up the engine.
g. Let engine idle for approximately 3 minutes before moving throttle lever to "Fast" position.

10. STOPPING PROCEDURE

To stop engine, move throttle lever to full "Stop" position. (See Figure 7).

WARNING

In case of an Emergency, the engine can be stopped by moving the Choke Lever to Full Choke Position.
If the motor will not be operated for a period of time, if it is to be removed from the boat, or if it is to be tilted up, we recommend the following practice to prevent spillage from the carburetor throat and bowl and to prevent gum formations in the carburetor during storage:

1. Close fuel shut-off valve and air vent screw at fuel filler cap.
2. Allow motor to run at idling speed until it stops of its own accord, indicating the carburetor has run dry.

OPERATION

11. FLOODING

To clear engine of excess fuel, move choke lever to "Off" position and throttle lever to half throttle position. Pull recoil starter handle until engine starts and continues to run.

12. CARBURETOR ADJUSTMENTS

a. Your motor has a fixed high speed jet. The Idle Adjustment has been preset at the factory. (See Figure 9).

b. Periodically check filter for dirt by unscrewing Sediment Bowl.

13. PROPELLER SHEAR PIN & CHAIN HOLDER

a. The Shear Pin is used for the purpose of protecting the Drive Train and Gears. The Shear Pin will not prevent the propeller from becoming damaged when striking an under water object. When shear pin is broken, the engine will continue to run, however, the propeller will not be rotating.

CAUTION

Stop engine immediately after shearing pin to avoid possible damage to the engine.

b. To replace shear pin, shut off motor, remove cotter pin with needle nose pliers and slip off propeller. (See Figure 10 & 11).

c. Replace with new shear pin located in shear pin and cotter pin holder. (See Figure 12).

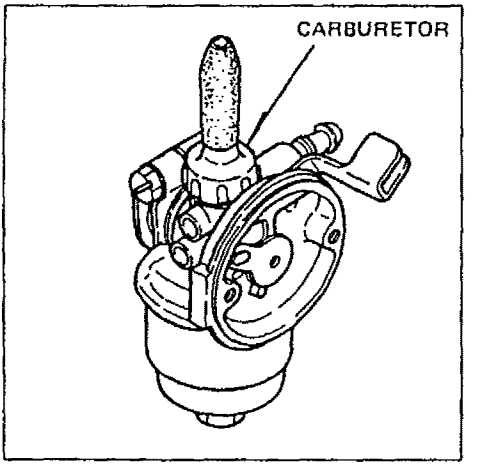


Figure 9

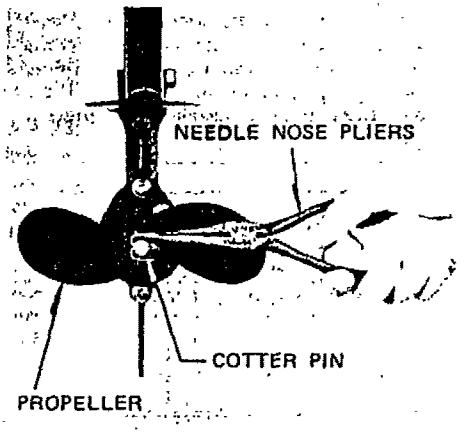


Figure 10

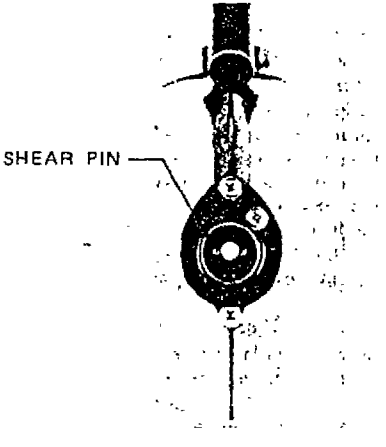


Figure 11

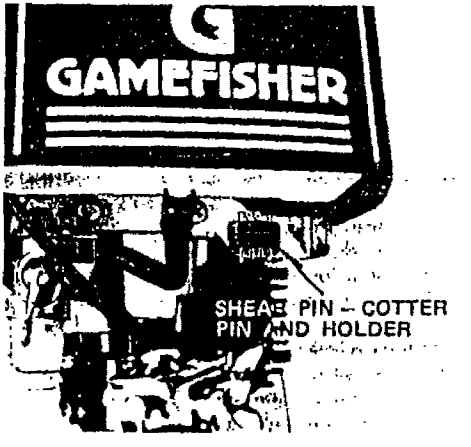


Figure 12

OPERATION

14. FLYWHEEL MAGNETO IGNITION SYSTEM

a. The magneto ignition system consists of the following component parts: Contact Points, Condenser, and Ignition Coil. (See Figure 13).

b. Inspect the following if engine fails or is hard to start:
   (1) Spark plug as often as necessary. Be sure spark plug gap setting is .025" (0.6mm).
   (2) Gasoline fuel supply and fuel shut-off valve should be open.
   (3) Carburetor being starved of fuel.

c. The correct spark plug for this motor is Champion RCJ-8.

d. To test ignition system, remove spark plug and place against bare spot on metal part of motor away from cylinder spark plug hole and then pull starter cord several times. If a spark bridges the plug gap, the magneto is in good operating condition. The high tension lead wire must be connected to the plug for this check. If there is no spark, have the ignition checked at your Sears Service Center.

15. REMOVING MOTOR FROM BOAT

a. Always tilt motor by lifting on rear of shroud. DO NOT PUSH DOWN ON THE STEERING HANDLE. When removing the motor from the boat, raise the outboard in upward direction until the propeller clears the transom. Hold the motor upright long enough to allow all water to drain from the exhaust pipe. When you find it difficult to hold the motor upright, tighten the Center Bolt increasingly for desired effort. (See Figure 14).

WARNING

Although the engine is air cooled, it is possible to burn your hands on the engine block and upper portion of the column. Do not touch.

b. It may be necessary to rotate the motor to one side before tilting the motor on the transom to remove leg from the water when installed on boats with thick transoms.

c. Always carry outboard with the engine above the lower unit to prevent moisture from entering the engine through the exhaust ports.

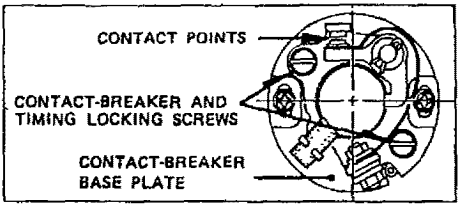


Figure 13

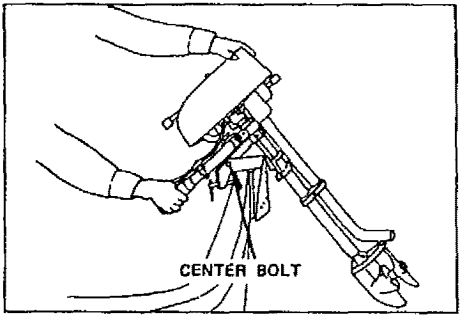


Figure 14

WARNING

If the motor will not be operated for a period of time, if it is to be removed from the boat, or if it is to be tilted up, we recommend the following practice to prevent spillage from the carburetor throat and bowl and to prevent gum formations in the carburetor during storage:

1. Close fuel shut-off valve and air vent screw at fuel filler cap.
2. Allow motor to run at idling speed until it stops of its own accord, indicating the carburetor has run dry.

16. SALT WATER OPERATION

To materially increase the life of all exposed parts and decorative finishes, follow the steps indicated below.

a. Always tilt your motor out of the water when not in use.

b. Never leave the lower unit in salt water overnight.

c. Wipe exterior completely with fresh water cloth and then apply light coating of oil.

d. Lubricate propeller shaft occasionally with a waterproof type of lubricant (Lithium Grease), thus enabling the propeller to be removed easily.

e. It is good practice when operating in salt water to inspect your motor daily and to apply a light coating of grease to any part or area that shows evidence of corrosion or rust.

f. Always remove motor from boat vertically, allowing water to drain from column before tilting the motor.

TROUBLE SHOOTING CHECK LIST

Engine Does Not Start	Starts But Does Not Run	Engine Misses	Does Not Idle	Does Not Develop Full Power	*Take your outboard motor into any one of over 2000 Sears Service Units.
X	X				Fuel Tank Empty
X	X				Fuel Shut-Off Valve Closed
X	X		X	X	Fuel Line Kinked or Pinched
	X		X	X	Fuel Filter Dirty or Clogged
X	X		X	X	Vent Screw on Fuel Tank Filter Cap Closed
X	X		X	X	Carburetor Passages Clogged or Dirty
X	X	X	X	X	Incorrect Fuel-Oil Mixture
X	X	X	X	X	Carburetor Out of Adjustment
X	X				Engine Flooded
X	X	X	X	X	Wrong Type Spark Plug
X	X	X	X	X	Defective or Fouled Spark Plug
X	X	X	X	X	Breaker Contact Points Out of Adjustment
X		X			Defective Magneto
X					Spark Does Not Jump Spark Plug Gap
				X	Engine Out of Time
X	X	X	X	X	Breaker Contact Points Burned or Pitted
X	X	X	X	X	Weak Ignition Coil
X	X	X	X	X	Weak or Defective Condenser
X		X			Spark Plug Lead Wire Not Secured
X		X			Frayed or Cracked Lead Wire Insulation
X		X			Disconnected, Grounded or Loose Wiring in Electrical System
				X	Propeller Bound by Foreign Objects (Fishing Line, Weeds, Etc.)
X					High Tension Lead—Salt Water Build Up

IMPORTANT INFORMATION

MODEL NUMBER: 298.585130

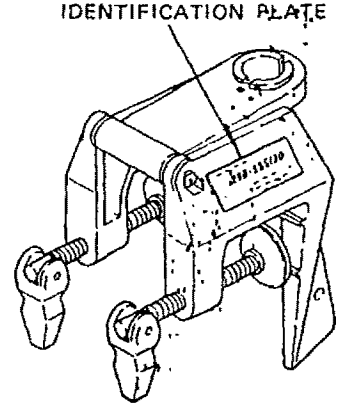
SERIAL NUMBER _____

DATE OF PURCHASE _____

INSURE YOUR ENGINE

Many insurance companies including Allstate Insurance offer protection contracts for your boat and outboard engine. Insurance covering your own equipment against damage, theft, etc., as well as liability insurance for property damage and personal injury to others is available. It would be wise to contact your insurance agent for further information about adequate protection.

IDENTIFICATION PLATE



OPERATING LOG

DATE	NO. HRS. USED	GALS. FUEL USED	DATE	NO. HRS. USED	GALS. FUEL USED

REPLACEMENT PARTS

FOR

MODEL No.298.585130

FIG. 1 ENGINE

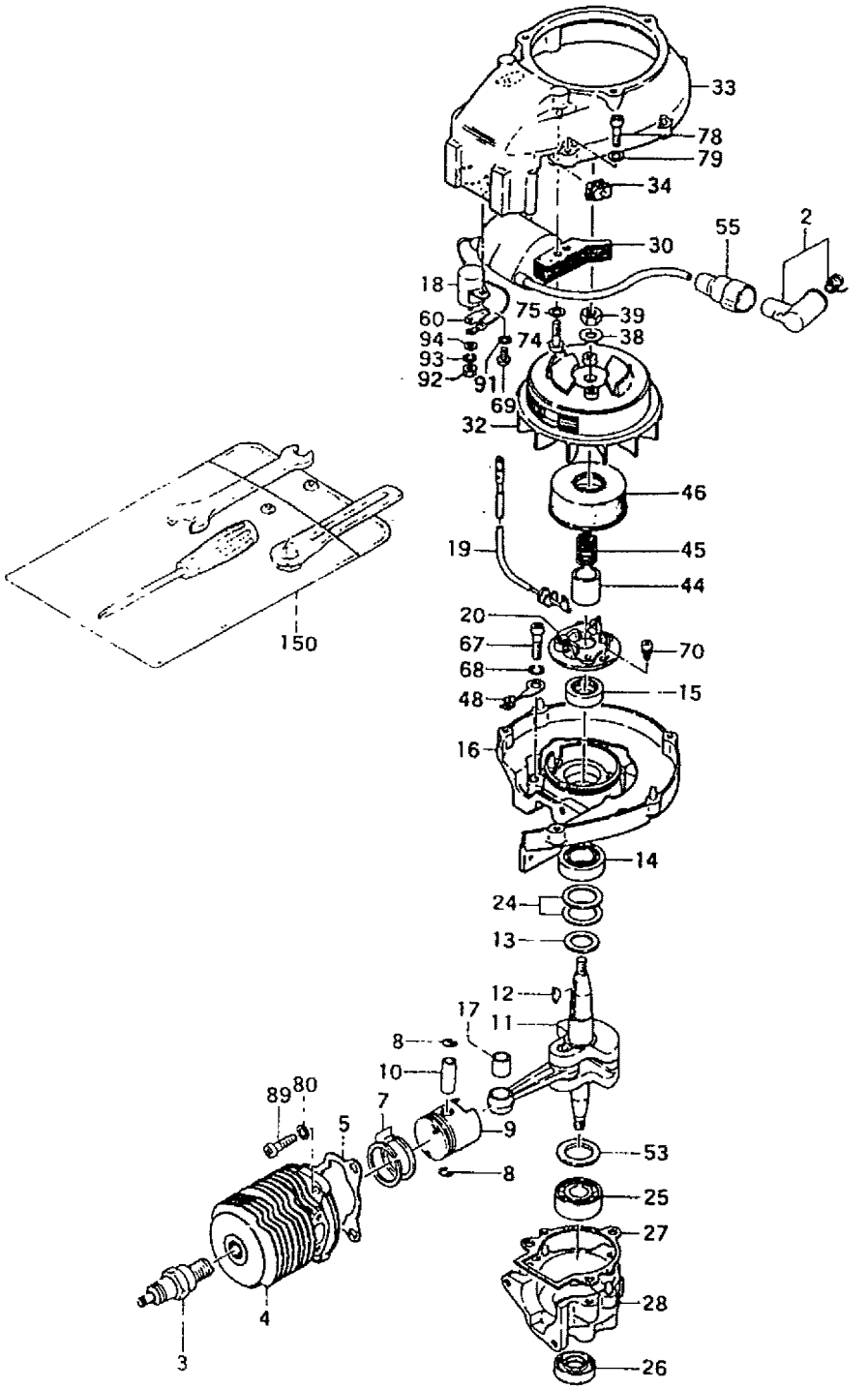

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FIG.1 ENGINE

REF. No.	PART No.	PART NAME	Q'ty
1- 2	157-04000-900	SPARK PLUG CAP ASS'Y	1
1- 3	018-00562-200	SPARK PLUG RCJ-8	1
1- 4	002-00500-804	CYLINDER COMP	1
1- 5	017-00501-202	CYLINDER GASKET	1
1- 7	041-00000-200	PISTON RING	2
1- 8	039-00000-201	PISTON PIN CIRCRIP	2
1- 9	031-00500-200	PISTON	1
1-10	037-00000-200	PISTON PIN	1
1-11	046-00501-803	CRANKSHAFT COMP	1
1-12	068-02000-200	WOOD-RUFF KEY 3 x 13 x 5	1
1-13	070-02401-201	CRANKSHAFT WASHER	1
1-14	999-81600-200	BALL BEARING #6002	1
1-15	999-66152-500	OIL SEAL 15257	1
1-16	076-00501-203	CRANKCASE MAG, SIDE	1
1-17	038-00000-200	PISTON PIN BEARING	1
1-18	177-20701-801	CONDENSER COMP	1
1-19	173-20702-804	PRIMARY CROD COMP	1
1-20	159-20702-900	CONTACT BREAKER ASS'Y	1
1-24	071-02007-200	CRANK SHAFT SHIM 0.05	0 ~ 2
	071-02007-210	CRANK SHAFT SHIM 0.10	
	071-02007-220	CRANK SHAFT SHIM 0.15	
	071-02007-230	CRANK SHAFT SHIM 0.20	
	071-02007-240	CRANK SHAFT SHIM 0.30	
1-25	999-61620-100	BALL BEARING #6201	1
1-26	999-66122-821	OIL SEAL 12287	1
1-27	090-00501-203	CRANKCASE GASKET	1
1-28	077-00531-201	CRANKCASE DRIVE SIDE	1
1-30	167-20753-800	IGNITION COIL COMP	1
1-32	155-20702-812	MAGNETO ROTOR COMP	1
1-33	112-00501-203	FAN CASE	1
1-34	202-10200-201	SECONDARY CORD GROMET	1
1-38	065-00000-200	FLYWHEEL WASHER	1
1-39	066-00000-200	FLYWHEEL NUT	1
1-44	246-20701-201	MAGNETO CAM	1
1-45	247-01000-201	CAM SUPPORT SPRING	1
1-46	191-00501-201	CONTACT POINT COVER	1
1-48	198-00501-200	CORD CLAMP	1
1-53	070-00601-201	CRANKSHAFT WASHER	1
1-55	256-01046-200	SPARK PLUG RUBBER COVER B	1
1-60	205-00501-200	TERMINAL TAB	1
1-67	990-11060-222	SCREW 6 x 22	3
1-68	992-10060-042	S. WASHER 6	3
1-69	990-11040-082	SCREW 4 x 8	1
1-70	994-17040-081	SCREW 4 x 8/W	2
1-74	990-11050-202	SCREW 5 x 20	2
1-75	992-10050-042	S. WASHER 5	2
1-78	990-11050-202	SCREW 5 x 20	3
1-79	992-10050-042	S. WASHER 5	3
1-80	992-10060-042	S. WASHER 6	3
1-89	990-11060-182	SCREW 6 x 18	3
1-91	992-10040-042	S. WASHER 4	1
1-92	991-01030-012	NUT 3	1
1-93	992-10030-012	S. WASHER 3	1
1-94	992-01030-011	P. WASHER 3	1
1-150	985-35118-900	TOOL KIT	1

FIG.2 ENGINE COVER & MUFFLER

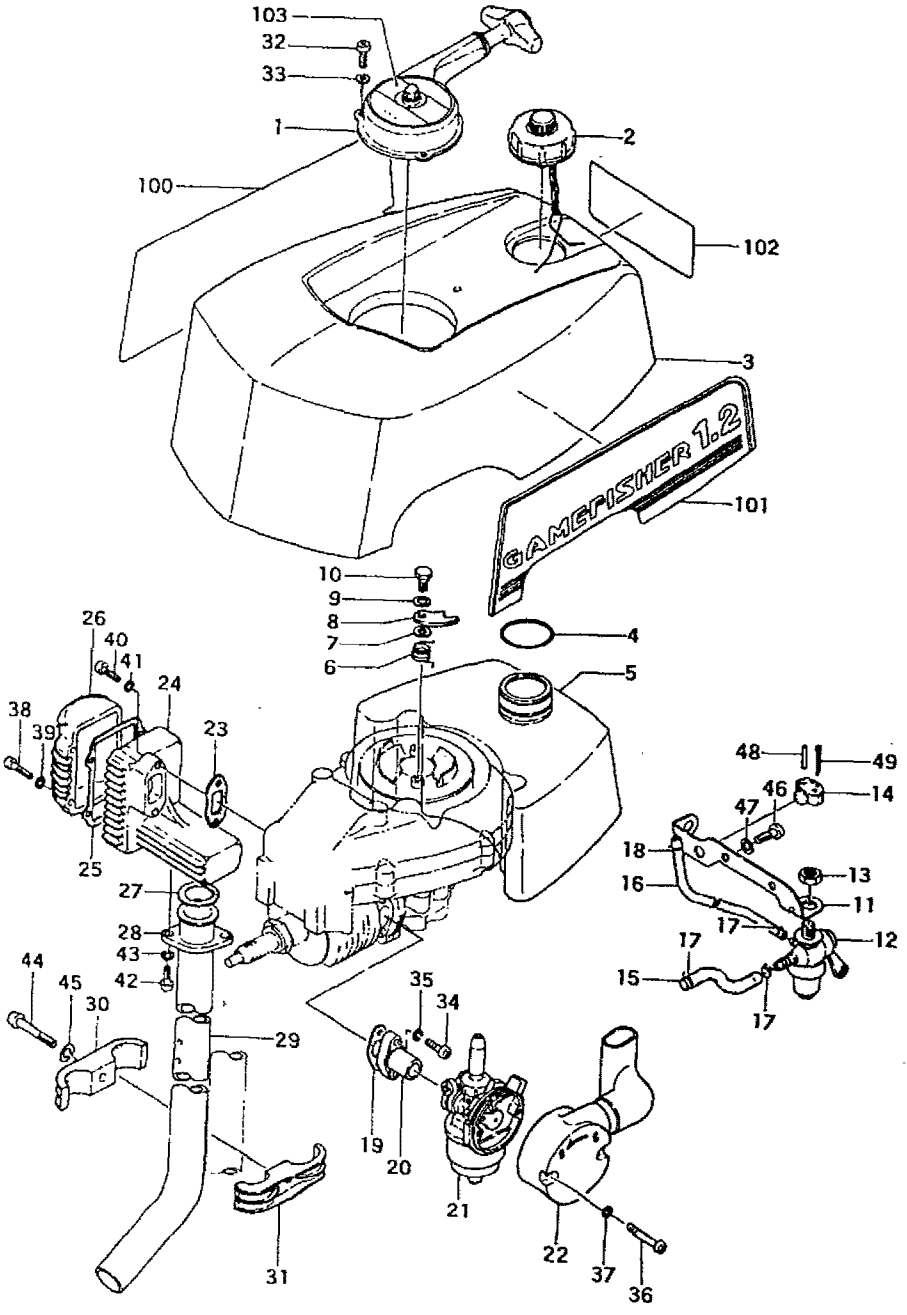
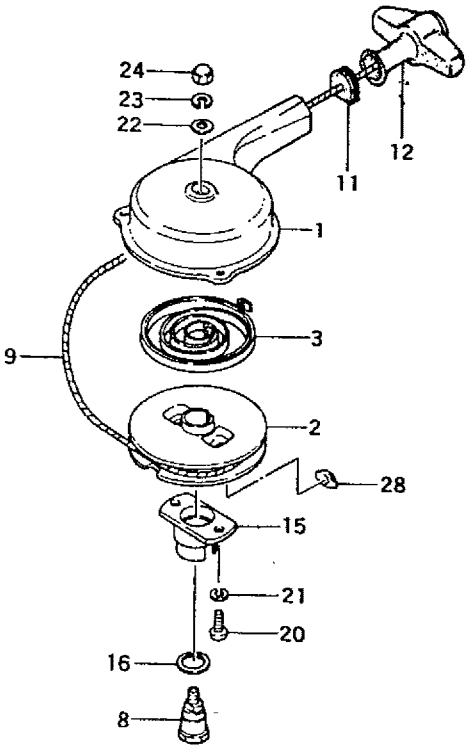


FIG.2 ENGINE COVER & MUFFLER

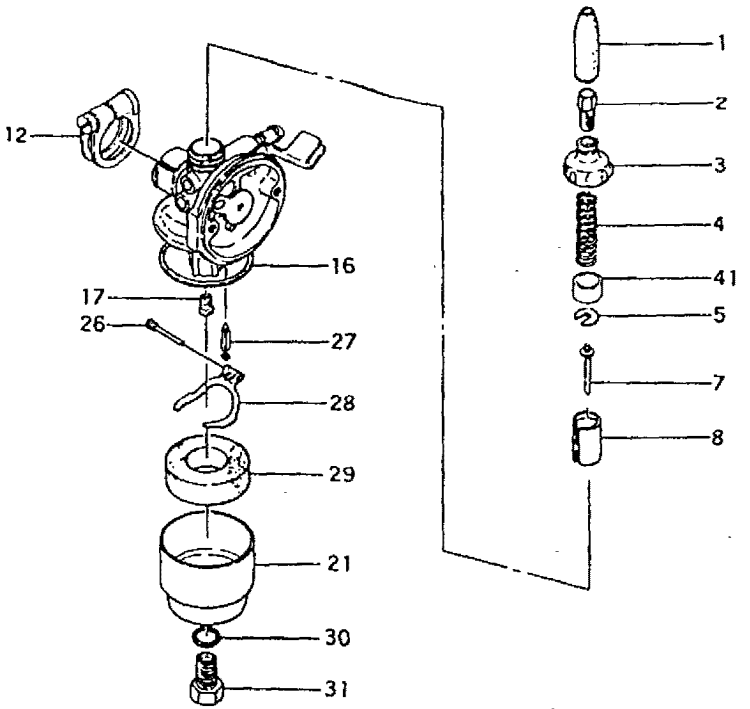
REF. No.	PART No.	PART NAME	Q'ty
2- 1	756-00537-900	RECOIL STARTER ASS'Y	1
2- 2	595-35100-902	TANK CAP ASS'Y	1
2- 3	300-35108-200	ENGINE COVER	1
2- 4	600-35100-203	TANK SUPPORT RING	1
2- 5	401-35100-203	TANK	1
2- 6	790-00601-202	STARTER PAWL SPRING	2
2- 7	992-01050-011	WASHER 5	2
2- 8	788-00601-203	STARTER PAWL	2
2- 9	822-00601-200	STARTER PAWL SHIM	2
2-10	793-10200-200	STEP BOLT	2
2-11	662-00517-203	COCK HOLDING METAL	1
2-12	592-00517-901	COCK ASS'Y	1
2-13	594-00517-200	COCK NUT	1
2-14	021-35100-201	PIN HOLDER	1
2-15	700-14508-075	FUEL PIPE	1
2-16	700-14508-100	FUEL PIPE	1
2-17	680-01004-200	CLIP	3
2-18	701-00517-200	FUEL PIPE STOPPER	1
2-19	403-00001-200	INLET MANIFOLD GASKET	1
2-20	393-00004-201	INLET MANIFOLD	1
2-21	455-22620-900	CARBURETOR ASS'Y	1
2-22	410-00517-900	AIR CLEANER ASS'Y	1
2-23	737-00531-200	MUFFLER GASKET	1
2-24	716-00568-200	MUFFLER BODY-A	1
2-25	737-00517-200	MUFFLER PACKING	1
2-26	717-00568-200	MUFFLER BODY-B	1
2-27	221-35100-200	MUFFLER PIPE PACKING	1
2-28	226-35100-201	MUFFLER PIPE STAY A	1
2-29	220-35100-203	MUFFLER PIPE	1
2-30	225-35100-203	MUFFLER PIPE STAY	1
2-31	227-35100-203	MUFFLER PIPE STAY B	1
2-32	990-11040-252	SCREW 4 x 25	3
2-33	992-10040-042	S. WASHER 4	3
2-34	990-11050-162	SCREW 5 x 16	2
2-35	992-10050-042	S. WASHER 5	2
2-36	990-11040-252	SCREW 4 x 25	2
2-37	992-10040-042	S. WASHER 4	2
2-38	990-11040-202	SCREW 4 x 20	4
2-39	992-10040-042	S. WASHER 4	4
2-40	990-11050-202	SCREW 5 x 20	2
2-41	992-10050-042	S. WASHER 5	2
2-42	990-11050-122	SCREW 5 x 12	2
2-43	992-10050-042	S. WASHER 5	2
2-44	990-11060-222	SCREW 6 x 22	1
2-45	992-10060-042	S. WASHER 6	1
2-46	990-11060-122	SCREW 6 x 12	2
2-47	992-10060-042	S. WASHER 6	2
2-48	012-35100-201	SHEAR PIN	2
2-49	011-35100-200	COTTER PIN	2
2-100	330-35118-200	SIDE MARK RIGHT	1
2-101	331-35118-200	SIDE MARK LEFT	1
2-102	906-35118-200	NAME PLATE	1
2-103	336-35118-200	STARTER MARK	1

FIG.3 RECOIL STARTER



REF. No.	PART No.	PART NAME	Q'ty
3-0-1	756-00537-900	RECOIL STARTER ASS'Y	1
3- 1	772-00537-200	* RECOIL STARTER BODY	1
3- 2	774-04015-204	* STARTER PULLEY	1
3- 3	779-01006-201	* RECOIL SPRING	1
3- 8	776-01006-207	* PULLEY SHAFT	1
3- 9	783-00517-200	* ROPE	1
3-11	780-00601-201	* HANDLE GUIDE	1
3-12	785-10207-901	* STARTER HANDLE ASS'Y	1
3-15	773-00100-204	* PULLEY SHAFT OUTER	1
3-16	814-00500-200	* STARTER PULLEY SHIM	1
3-20	990-11050-122	* SCREW 5 x 12	2
3-21	992-10050-042	* S. WASHER 5	2
3-22	992-01060-041	* WASHER 6	1
3-23	992-10060-042	* S. WASHER 6	1
3-24	991-41060-022	* BLIND NUT 6	1
3-28	782-00546-200	* ROPE RECEIVE	1

FIG.4 CARBURETOR



REF. No.	PART No.	PART NAME	Q'ty
4-0-1	455-22620-900	CARBURETOR ASS'Y	1
4- 1	560-22602-200	* RUBBER CAP	1
4- 2	597-22603-200	* THROTTLE CABLE ADJUSTER	1
4- 3	595-22602-200	* BODY CAP	1
4- 4	594-22602-200	* THROTTLE VALVE SPRING	1
4- 5	619-22602-200	* THROTTLE SPRING SEAT	1
4- 7	592-22602-910	* JET NEEDLE ASS'Y	1
4- 8	591-22602-200	* THROTTLE VALVE	1
4-12	561-22602-900	* BODY BAND ASS'Y	1
4-16	607-22602-200	* FLOAT CHAMBER GASKET	1
4-17	599-22620-200	* MAIN JET	1
4-21	606-22602-200	* FLOAT CHAMBER	1
4-26	605-22602-200	* FLOAT PIN	1
4-27	603-22602-200	* NEEDLE VALVE	1
4-28	628-22602-200	* FLOAT ARM	1
4-29	604-22602-200	* FLOAT	1
4-30	570-22602-200	* FIBER PACKING	1
4-31	627-22601-200	* DRAIN SCREW	1
4-41	526-22006-200	* PARTIAL COLLAR	1

FIG.5 HANDLE & BRACKET

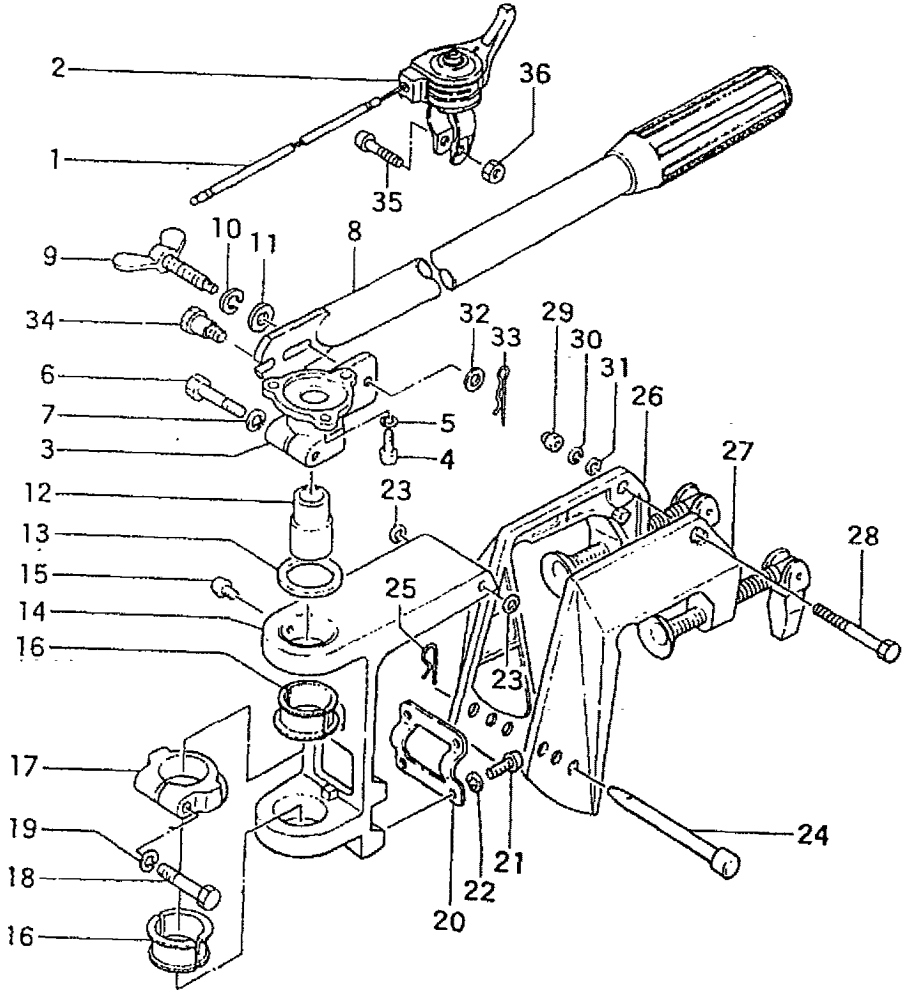


FIG.5 HANDLE & BRACKET

REF. No.	PART No.	PARTS NAME	Q'ty
5- 1	885-00568-800	THROTTLE WIRE COMP	1
5- 2	870-00569-900	THROTTLE LEVER ASS'Y	1
5- 3	145-35118-200	JOINT PIPE HOLDER	1
5- 4	990-11060-182	SCREW 6 x 18	3
5- 5	992-10060-042	S. WASHER 6	3
5- 6	990-21060-302	BOLT 6 x 30	1
5- 7	992-10060-042	S. WASHER 6	1
5- 8	160-35118-900	STEERING HANDLE ASS'Y	1
5- 9	163-35118-200	HANDLE MOUNTING BOLT	1
5-10	992-10060-042	S. WASHER 6	1
5-11	162-35118-200	HANDLE WASHER	1
5-12	079-35100-801	ADAPTER COMP	1
5-13	150-35109-200	THRUST WASHER	1
5-14	115-35500-204	BRACKET	1
5-15	990-11060-102	SCREW 6 x 10	1
5-16	131-35118-200	THRUST BRACKET	4
5-17	134-35109-201	ADJUSTING PLATE	1
5-18	990-21050-302	BOLT 5 x 30	1
5-19	992-10050-042	S. WASHER 5	1
5-20	113-35109-200	BRACKET PIN HOLDER	1
5-21	990-11050-122	SCREW 5 x 12	4
5-22	992-10050-042	S. WASHER 5	4
5-23	108-35501-200	CLAMP BRACKET BUSHING	2
5-24	123-35500-201	BRACKET PIN S.	1
5-25	129-35100-200	BRACKET PIN STOPPER A	1
5-26	107-35119-800	CLAMP BRACKET B COMP	1
5-27	106-35119 800	CLAMP BRACKET A COMP	1
5-28	990-21060-732	BOLT 6 x 73	1
5-29	991-41060-022	CAP NUT 6	1
5-30	992-10060-042	S. WASHER 6	1
5-31	992-01060-041	WASHER 6	1
5-32	992-01050-041	WASHER 5	1
5-33	166-35118-200	SNAP PIN	1
5-34	161-35118-200	HANDLE STOPPER	1
5-35	990-11050-202	SCREW 5 x 20	1
5-36	991-01050-021	NUT 5	1

.6 DRIVE SHAFT PIPE & GEAR CASE

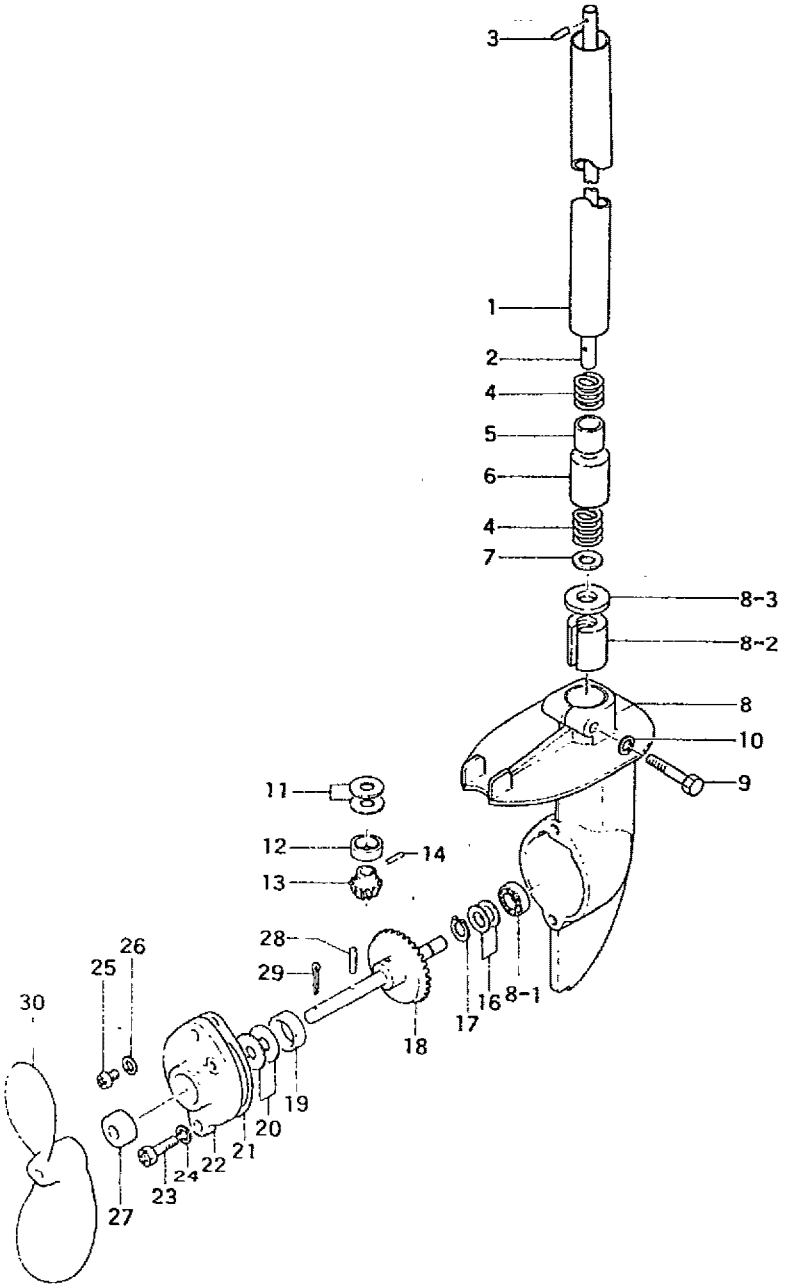


FIG.6 DRIVE SHAFT PIPE & GEAR CASE

REF. No.	PART No.	PART NAME	Q'ty
6- 1	090-35118-200	JOINT PIPE	1
6- 2	075-35100-205	DRIVE SHAFT	1
6- 3	076-35100-203	DRIVE PIN	1
6- 4	086-35100-200	BEARING HOLDER CRIP	2
6- 5	081-35100-200	DRIVE SHAFT BEARING	1
6- 6	039-35100-203	BEARING HOLDER	1
6- 7	091-35100-202	JOINT PIPE PACKING	1
6- 8	030-35100-900	GEAR CASE ASS'Y	1
6- 8-1	999-61629-000	* BALL BEARING #629	1
6- 8-2	032-35100-205	* PLANT BEARING L	1
6- 8-3	999-66081-805	* OIL SEAL 8187	1
6- 9	990-21060-302	BOLT 6 x 30	1
6-10	992-10060-042	S. WASHER 6	1
6-11	063-35100-200	DRIVE SHAFT SHIM 0.5	1~3
	064-35100-200	DRIVE SHAFT SHIM 0.1	
	066-35100-200	DRIVE SHAFT SHIM 0.2	
	065-35100-201	DRIVE SHAFT SHIM 1.5	1
6-12	062-35100-202	PINION COLLAR	1
6-13	060-35100-205	PINION	1
6-14	061-35100-201	PINION PIN	1
6-16	022-35100-200	PROPELLER SHAFT SHIM 0.3	1~3
	016-35100-201	PROPELLER SHAFT SHIM 0.2	
	015-35100-200	PROPELLER SHAFT SHIM 0.1	
	014-35100-201	PROPELLER SHAFT SHIM 1.0	1
6-17	013-35100-201	STOP RING	1
6-18	005-35100-800	PROPELLER SHAFT COMP	1
6-19	026-35100-201	GEAR COLLER	1
6-20	014-35100-250	PROPELLER SHAFT SHIM 1.0	1
	015-35100-250	PROPELLER SHAFT SHIM 0.1	1~3
	016-35100-250	PROPELLER SHAFT SHIM 0.2	
	022-35100-250	PROPELLER SHAFT SHIM 0.3	
6-21	048-35100-203	GEAR CASE PACKING	1
6-22	045-35100-801	GEAR CASE COVER COMP	1
6-23	990-11060-162	SCREW 6 x 16	2
6-24	992-10060-042	S. WASHER 6	2
6-25	990-11060-082	SCREW 6 x 8	1
6-26	317-02000-200	DRAIN PACKING	1
6-27	999-66092-064	OIL SEAL 9207	1
6-28	012-35100-201	SHEAR PIN	1
6-29	011-35100-200	COTTER PIN	1
6-30	010-35118-200	PROPELLER	1

SERVICE MEMO

MODEL NO.
298.585130

Sears GAMEFISHER®

OUTBOARD MOTOR 1.2 H.P.

OWNER'S MANUAL

For quick service or repair, take your Outboard Motor to any Sears Service Unit throughout the U.S. and Canada. Each Service Unit is staffed by trained technicians, using Sears approved parts and repair procedures to ensure that we meet our pledge to you—"We service what we sell." Refer to the local telephone directory for the Sears Unit nearest you.

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1. Model Number
2. Part Number
3. Part Name
4. Quantity

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If the outboard motor is used for commercial or rental purposes, this warranty applies for only thirty days from the first day of use

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This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

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